

# FLIGHT

The  
AIRCRAFT  
ENGINEER  
&  
AIRSHIPS

First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM

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## Flight

The Aircraft Engineer and Airships

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## EDITORIAL COMMENT.



MUCH has been written and spoken during the last year or two of the importance of instilling into the young men of the nation the "air sense" that is regarded in all quarters as essential to the future of the British Empire if it is to maintain a position of a leading world-power.

Hitherto, however, but little has been done beyond theorising, and it must be confessed that such attempts as have been made to form local clubs with a view to spreading the interest in flying have not met with unqualified success. Nor is the reason far to seek.

It is, of course, quite obvious that if flying clubs of various sorts are to be soundly established a great deal of preliminary work has to be done which, although necessary, does not tend towards rapid progress. One thing is very essential, and has to some extent been lacking hitherto: concerted action and a measure of cohesion between newly-formed associations. Not only so, but to make these clubs of the greatest possible benefit not only to their members but to the country—and even to the Empire—one of the first conditions of success is that any such clubs or associations should be affiliated and be in the closest touch with the body governing sporting flying in this country, namely, the Royal Aero Club.

There is now very good reason to believe that at last something concrete will materialise out of all the expressions of pious hopes and premature schemes with which the aviation enthusiast has been put off up till now. In the Official Notices of the Royal Aero Club, published on p. 463, will be found a paragraph in which it is stated that the Royal Aero Club has appointed Colonel Darby and Commander Harold Perrin to work out details in connection with the formation of light 'plane clubs. Apparently, the request that the Club should directly interest itself in the matter has come from the Air Ministry, and the two members chosen by the Club to do the ground-work necessary will, we feel sure, do all that is possible to ensure that the foundations are "well and truly

## DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1924

July 24—

Aug. 10 Tour de France for Light 'Planes

Aug. 4 .... Holiday Light Aeroplane Handicap at Lympne

„ 12 .... King's Cup Race

Sept. 29—

Oct. 4 2-Seater Light 'Plane Competition at Lympne

Oct. 2 .... Aero Golfing Society. Autumn Meeting, at Moor Park Golf Club, for A.G.S. Challenge Cup presented by Cellon (Richmond) Ltd.

„ 4 .... Grosvenor Challenge Cup Race at Lympne.

October .... Schneider Cup Race, Baltimore

Dec. 5-21 Paris Aero Show.

laid." Colonel Darby, as managing director of the Aircraft Disposal Company, has had vast experience in business management in connection with aviation. With these qualifications he combines a charming personality, which makes him popular in aviation circles, and, moreover, he has had a good deal of experience of sporting aviation in its various forms, his firm having consistently entered machines for nearly all sporting events during the last two or three years, while he himself has served on a number of committees directly connected with sporting flying. As secretary of the Royal Aero Club since its inception Commander Perrin is, of course, a familiar personality in all pertaining to the sport of flying, and has had longer experience probably than anybody else in the formation and running of an aviation club. To him, therefore, those desirous of establishing new clubs affiliated with the R.Ae.C., can turn with every confidence that his advice will be worth having.

So far all seems well, and the Royal Aero Club may be depended upon to do all that is in the best interests of aviation. There is, however, another important factor in the equation of success—the Air Ministry. From the fact that the request for the Royal Aero Club to take up the matter came from the Air Ministry, it may be concluded that in official circles there is a real desire to foster this side of aviation, but if things are to progress an official desire is not sufficient. Hitherto the Air Ministry has been singularly unfortunate in its methods of "encouragement" of sporting aviation, and one of the first essentials to success is that the Air Ministry should interfere as little as possible with the design and construction of the machines to be used. Private aircraft constructors can well be trusted to see to it that their machines are sound in every respect. Their reputation is at stake, and they are not likely to hold that responsibility lightly. In spite of the small experience which we have hitherto had of light 'planes, it has already become obvious that as soon as the Air Ministry begins to interfere the price goes up out of all proportion to any small benefits which may accrue. If the Air Ministry can be persuaded to leave it to the aircraft constructors and to the technical committee of the Royal Aero Club

to decide what is and what is not a suitable and safe machine, and will renounce their ridiculous demands for all sorts of licences, then the problem has a very fair prospect of success. Failing such attitude, we venture to say that the plan is foredoomed to failure.

#### Civilian Pilots and Design

At the luncheon given by the British Federation of Civilian Air Pilots a new light was thrown on one sphere of this association's usefulness which has not, perhaps, been realised hitherto. Formed at a somewhat critical moment, the B.F.C.A.P. was established primarily as a trade union, to look after the interests of its members. That, however, need not be, and is not, we feel sure, the only aim of the Federation, and the sphere to which we have referred was outlined by the chairman, Mr. Wolley Dodd. The Federation, he said, hoped to get together from its various members a vast amount of information on the best methods of improving civil aviation, and with the membership rapidly increasing, and the amount of flying done daily also growing, there is little doubt that the information which the Federation will be able to place at the disposal of aircraft designers will soon become extremely valuable. Hitherto aircraft designers have had but small opportunity of studying the behaviour of their machines once these were put on the air lines, and many little points—not very vital, perhaps, but the cumulative effect of which is by no means negligible—are likely to have escaped attention. By getting the experience of a large number of pilots an average opinion can be obtained which cannot but benefit the designer as well as the user of a machine, and we trust that the "trade" will take the fullest advantage of the channel thus thrown open for the interchange of ideas. In fact, we would go farther than that, and suggest that it might be a good thing if it could be arranged that meetings between manufacturers and pilot representatives of the Federation were held regularly, at which the designers could ascertain the pilots' point of view, while the pilots might with advantage be told something of the reasons for certain features of a machine which, perhaps, they had not hitherto fully appreciated.

#### R. M. Groves Memorial Prize Essay Awards

THE awards in the 1924 competition for the R. M. Groves Memorial Prizes, which are open to all members of the Royal Air Force, for an essay on "Forecast of Aerial Development" are as follows:—

1st Prize.—Sqdn.-Leader Sir Norman Leslie, Bart., C.B.E.

Special Prize.—Flight-Lieut. A. S. G. Lee, School of Technical Training, Manston.

The Memorial Essay Prizes were established by the family of the late Air Commodore R. M. Groves, C.B.E., D.S.O., R.A.F.

#### Fine Flight by Fairey Seaplane

A SHORT time ago a very fine flight was made on a Fairey "IIIb" from Hamble to Stockholm. On Monday, June 16, two Swedish naval officers, Commander Flory and Flight-Lieut. Falke, took delivery of the Fairey "IIIb," fitted with Rolls-Royce "Eagle IX" engine, for the Royal Swedish Navy. The start was made from the Hamble works of the Fairey Aviation Co., Ltd., and, piloted by Commander Flory, the seaplane took off at 10.45 a.m. Stockholm was reached the next day at 2 p.m., stops having been made *en route* at Amsterdam, Kiel, and Karlskrona. This is the second longest flight made to date by the Swedish Air Service.

#### 800 B.H.P. at 1,220 R.P.M.

A VERY interesting booklet just issued by William Beardmore and Co., entitled "Beardmore Aero Engines and

Aircraft," contains photographs of the latest types of Beardmore aero engines and also of the Rohrbach "Ro.II" described in FLIGHT recently. With regard to the former, it is of interest to find the statement that the new Beardmore engine, made in two types, normal and inverted, develops 800 b.h.p. at 1,220 r.p.m. and weighs 1,800 lbs. These photographs show the "Cyclone," which is the normal engine, and the "Typhoon" (illustrated in FLIGHT of May 29, 1924), which is the inverted type. As both engines are still regarded by the Air Ministry as "secret," it is not possible to go into detail, but the fact that the six-cylinder vertical type is capable of developing as much as 800 b.h.p., and that at a speed of 1,220 r.p.m., while the weight is only 2½ lbs./h.p., is significant. More than this we are not permitted to say.

#### Night Berlin-Stockholm Air Service

ALL being well a night air-mail service will be put into operation today (Thursday) between Berlin and Stockholm. It is being organised by the Junkers Aircraft Company, and Junkers type "A.20" seaplanes are being used. Special permission has been obtained from the Swedish Government for a halt at Karlskrona as an intermediate stage over the sea section of the route. Machines will leave Berlin at 9 p.m., mails being transferred to seaplanes at Warnemunde, and Stockholm is expected to be reached at 5.30 a.m. On the opposite journey the departure from Stockholm is made shortly after midnight, Warnemunde being reached at 3.15 a.m. and Berlin at 5 a.m.

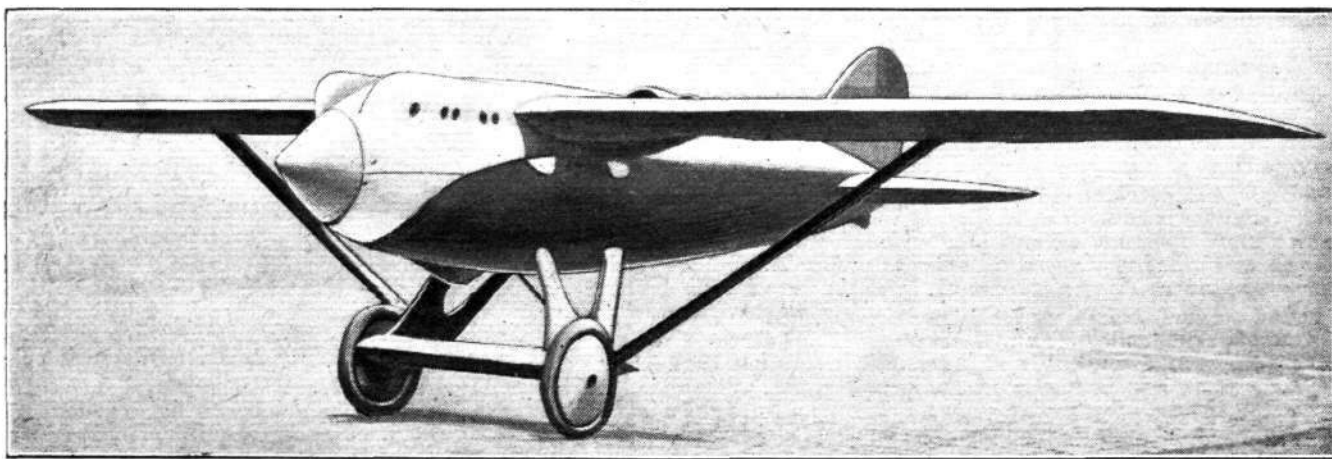


# THE NIEUPORT-DELAGE TYPE 42

## 600 H.P. Hispano-Suiza Engine

THE French *Coupe Beaumont*, for which the Gloucestershire Aircraft Co., Ltd., had entered a machine, was competed for on June 23 by French machines only, the Gloucestershire machine not being ready in time for the race. As recorded in *FLIGHT* at the time, the race was won by Sadi Lecoq on a Nieuport-Delage Sesquiplan with 600 h.p. Hispano-Suiza

The wing section employed is, it will be seen, of the bi-convex type, with probably a relatively low maximum lift coefficient but high L/D, especially at high speeds. That the landing speed is extremely high is scarcely to be doubted in view of the fact that the wing loading is as high as 21 lbs./sq. ft. Assuming a maximum lift coefficient of 0.5—and it



Three-quarter front view of the Nieuport-Delage type 42, with 600 h.p. Hispano-Suiza engine.

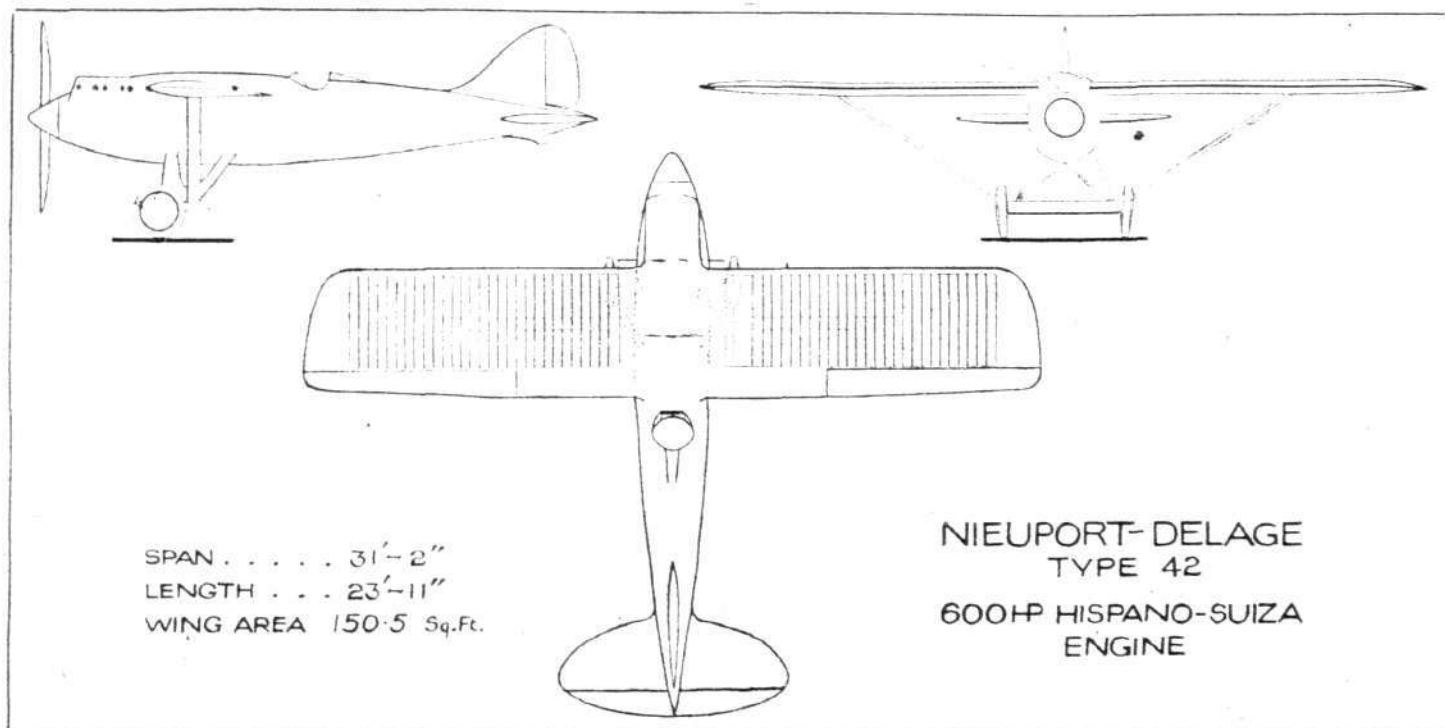
engine. The following article and illustrations dealing with the new Nieuport-Delage machine are based upon illustrated descriptions that have appeared in our French contemporaries, *Les Ailes* and *L'Aéronautique*, to whom we wish to express our indebtedness for the information concerning the latest successful French racing machine.

The *Coupe Beaumont* Nieuport-Delage carries the type No. 42. Like previous machines designed by this firm during the last few years for racing purposes, the 42 is of the type known as a sesquiplan, or one-and-a-half 'plane, i.e., essentially a monoplane with a small plane added which encloses the wheel axle of the undercarriage, and to which the main wing is braced by a single strut on each side. As the general arrangement drawings will show, the type 42 is of very clean outline, made possible mainly by the fact that wing radiators are employed. These, it will be seen, extend over nearly the whole of the wing area, and the fact that Sadi Lecoq was able to cover the 500 km. distance at record speed seems to indicate that the radiators performed their work satisfactorily.

seems unlikely that it will be more for a section of this type—the landing speed with this wing loading would be approximately 91 m.p.h. Although this figure is certainly high, it is not, perhaps, as excessive as might appear at first glance, if it is remembered that the space available at Istres, where the *Coupe Beaumont* was held, is very vast and leaves a pilot ample room to land, even at such high speeds and with very long runs after touching the ground.

From a constructional point of view, the Nieuport-Delage 42 follows normal Nieuport practice in that the fuselage is of the monocoque type, associated with the Nieuport firm for many years, and the wing is the usual wood structure. Certain detail innovations have, however, been introduced in the 42, such as building the fuselage in two halves and covering most of the wing with ply-wood.

The monoplane wing is in one piece, the spars being bolted to specially strengthened bulkheads inside the fuselage. The two main spars are of the built-up box-section type, and are made from spruce, afterwards wrapped in fabric. The ribs are of three-ply, and the compression struts for the internal



THE NIEUPORT-DELAGE TYPE 42 : General Arrangement Drawings. Note the wing surface radiators.

drag bracing are in the form of steel tubes. The outer covering is fabric, but in view of the fact that wing-surface radiators are fitted there is an inner covering of three-ply extending from the leading edge back to the auxiliary spar to which the ailerons are hinged. The radiators themselves, as already pointed out, cover almost the entire wing surface. They have their inlets and outlets inside the wing, with piping running to the engine water jackets. No detail information is, unfortunately, available concerning the construction of the radiators, but it appears likely to be somewhat similar to the system employed on the Curtiss Navy racers at the Schneider Cup race at Cowes last year, the sole British licensees for which are the Fairey Aviation Company.

The monoplane wing is braced by a single streamline steel tube strut on each side, bolted at the top to the wing spars, and at the lower end to the rear spar of the axle fairing. Provision is made for adjustment of length and incidence. The axle fairing, or auxiliary wing, is of duralumin construction, and is also covered with duralumin. The divided axle is supported by the front spar of the fairing. The chassis struts are built up from several laminations of beech and whitewood, and are then covered with sheet duralumin.

The fuselage, as previously mentioned, is of the monocoque type, with planking laid on in diagonal strips of whitewood over formers and longerons. The thickness of these strips is only 0.9 mm., and the number of layers, each crossing the previous one at an angle of approximately 90 degrees, varies from 5 or 6 in front to three at the stern. The two halves of the *coque* are built complete with longerons on their respective moulds, and are not assembled until after the engine bearers, bulkheads, etc., have been secured in place. The whole is then covered with fabric and doped.

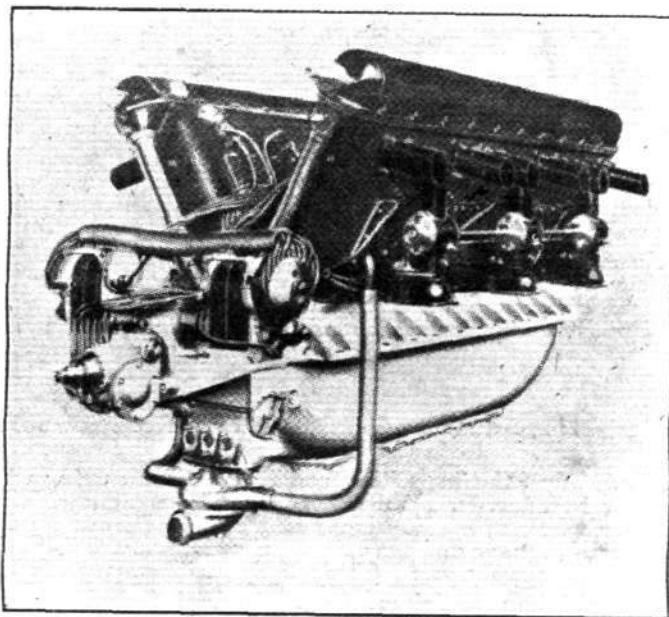
The engine installation is somewhat unusual, and marks a change in usual Nieuport practice. An extremely strong structure of backbone is formed by two longitudinal bearers of duralumin, which extend aft to behind the pilot's cockpit. Forward these bearers carry the engine cradles and the bulkheads supporting the wing spars and the chassis struts, while farther aft they support the pilot's seat, controls, etc. Thus, the direct loads from engine, chassis, wing, and pilot are taken by the bearers, and the only loads not directly transmitted to them are the tail loads, which are taken care of by the monocoque fuselage. The Hispano-Suiza engine is a twelve-cylinder V-type, with a bore of 140 mm. and a stroke of 150 mm. The power developed is stated to be 600 h.p. at 2,000 r.p.m. An aluminium cowl entirely encloses the engine, and a spinner over the propeller boss completes the streamline nose. The petrol tanks are mounted in the fuselage between the wing spars, and in front of them is the oil tank. An oil radiator is fitted in the floor of the fuselage, under the engine, and serves also for heating the air on its way to the carburettors. The fuel is pressure-fed to the carburettors by two A.M. pumps.

The tail of the Nieuport-Delage 42 is of usual form and construction, with the exception that there is a one-piece elevator with the rudder placed wholly above it. The tail skid is in the form of a laminated steel leaf spring.

Following are the main characteristics of the Nieuport-Delage type 42: Length o.a. 7.3 m. (23 ft. 11 ins.); wing span 9.5 m. (31 ft. 2 ins.); chord of top plane 1.7 m. (5 ft. 7 ins.); area of small plane 1.5 sq. m. (16.15 sq. ft.); area of main plane

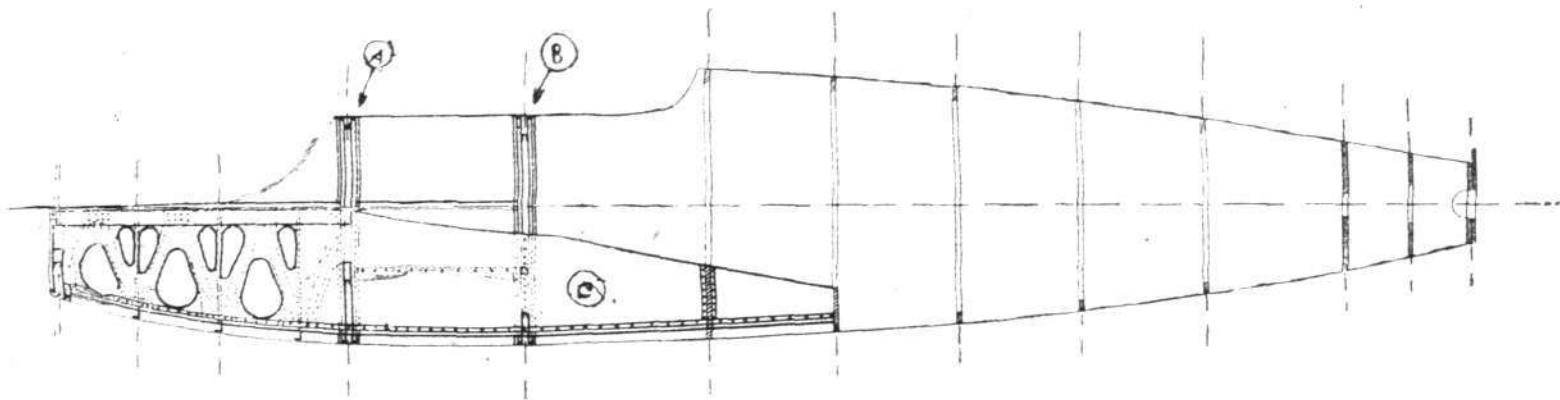
14 sq. m. (150.5 sq. ft.); total lifting surface 15.5 sq. m. (166.65 sq. ft.); area of ailerons 1.6 sq. m. (17.25 sq. ft.); area of fin 0.7 sq. m. (7.54 sq. ft.); area of rudder 0.4 sq. m. (4.31 sq. ft.); area of tail plane 1.8 sq. m. (19.4 sq. ft.); area of elevator 0.75 sq. m. (8.07 sq. ft.). Weight of machine empty, but including water 1,170 kgs. (2,575 lbs.); useful load 100 kgs. (220 lbs.); weight of fuel 170 kgs. (374 lbs.); total loaded weight 1,440 kgs. (3,169 lbs.); wing loading 21 lbs./sq. ft., power loading 5.3 lbs./h.p.

In the Coupe Beaumont, it will be remembered, Sadi Lecoq averaged 311 km. (194.3 m.p.h.) over the 300 km. (187.3 miles) circuit, which was by no means a high speed for the machine being used, although it should be remembered



The 600 h.p. Hispano-Suiza engine fitted on the Nieuport-Delage 42.

that the course consisted of six laps of a 50 km. circuit, which fact would naturally detract considerably from the speed, considerable time being lost on the turns. Instead of landing after completing the 300 kms. in the Coupe Beaumont, Sadi continued until he had covered the 500 kms., the time for which was improved from 270 kms./hour (168.5 m.p.h.), the previous record, to 306 kms./hour (191.2 m.p.h.). The fact that Sadi was able to fly very nearly as fast over the 500 kms. as over the 300 kms. appears to indicate that he was probably not going all out, but was merely flying fast enough to make sure that he would beat the previous record. Perhaps he may have his eyes on the Pulitzer trophy; who knows? At any rate the speed put up at Istres was scarcely what might be expected from a machine of such clean lines as the Nieuport-Delage 42, especially when it is remembered that the Hispano develops about 600 h.p. Doubtless, later on we shall hear of considerably greater speeds being put up by Sadi on this machine.



THE NIEUPORT-DELAGE TYPE 42: Longitudinal section through fuselage. A and B are the bulkhead formers to which wings and chassis struts are attached, while C is one of the longitudinal duralumin bearers.

## A New All-Metal Latécoère

A LARGE four-engined all-metal machine constructed by the French Latécoère firm successfully went through its trial flights last week. It has a span of 28.5 m. (94 ft.)

and a length of 15.75 m. (51 ft.), and is equipped with three machine gunners, each operating two twin machine guns, giving a firing range practically all round the machine.



# The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

## OFFICIAL NOTICE TO MEMBERS

**Aerial Derby.**—The Aerial Derby Race Meeting fixed for August Bank Holiday has been abandoned.

**The King's Cup Race.**—The King's Cup Race will take place on Tuesday, August 12, 1924.

Members desiring to be present at the start at Felixstowe and Martlesham and the finish at Lee-on-Solent are requested to obtain official passes from the Royal Aero Club.

The start will be at 5.30 a.m., and the machines are expected to reach Lee-on-Solent early in the afternoon.

## COMMITTEE MEETING

A MEETING of the Committee was held on Wednesday, July 16, 1924, when there were present: Lieut.-Col. F. K. McClean, A.F.C., in the Chair, Mr. Ernest C. Bucknall, Lieut.-Col. M. O. Darby, Lieut.-Col. John D. Dunville, C.B.E., Lieut.-Col. J. T. C. Moore-Brabazon, M.C., M.P., Capt. D. G. Murray, Lieut.-Col. Alec Ogilvie, C.B.E., Lieut.-Col. M. O'Gorman, C.B., and the Secretary.

**F.A.I. Conference, Paris.**—Lieut.-Col. M. O'Gorman presented his report on the F.A.I. Conference held in Paris, June 21-29, 1924.

The report included various new proposals adopted in connection with the control of records.

The Tryptique for facilitating the passage of touring aircraft into foreign countries was adopted.

The report of Maj. E. H. Tindal Atkinson, of the Royal Aero Club, on the question of damage by aviators in a foreign country and insurance, was submitted to the Conference.

A vote of thanks was passed to Col. O'Gorman for attending the Conference on behalf of the Royal Aero Club.

**Joint Standing Committee, R.Ae.C. and S.B.A.C.**—The report of the Meeting held on July 2, 1924, was received and adopted.

**Racing Committee.**—The report of the meetings held June 23, June 30, and July 9, 1924, was received and adopted.

**Aerial Derby.**—Having received the reports of the Joint Standing Committee and the Racing Committee, the Committee decided to abandon the Aerial Derby for this year.

**Banquet to the United States Airmen.**—The arrangements for the banquet to the United States airmen were approved.

**Britannia Trophy.**—After consideration of the various performances in the air for the year 1923, the Committee decided to award the Britannia Trophy for the year to Mr. A. J. Cobham, for his flight on D.H.9c., 240 h.p. Siddeley "Puma." The flight extended over a period of two months commencing February 25. The Tour was approximately 12,000 miles starting from London, and included visits to Egypt, Palestine, French Syria, North Coast of Africa, via Tripoli, Tunis, Algeria, Morocco and through Spain back to London.

**Light Aeroplane Clubs.**—Letter was read from the Air Ministry asking the Club to nominate two representatives on the Committee to be appointed to work out the details in connection with the formation of Light Aeroplane Clubs.

Lieut.-Col. M. O. Darby and Lieut.-Commander H. E. Perrin were appointed.

**Racing Fund.**—A donation of £100 from Mr. A. S. Butler was reported.

A unanimous vote of thanks was passed to Mr. Butler for his generous support to Air Racing.

**Civil Aviation Advisory Board.**—Letter was read from the Air Ministry expressing its thanks to the Club for the valuable assistance rendered by its representative, General Sir Capel Holden on the Civil Aviation Advisory Board.

**Election of Members.**—The following New Members were elected:—

Flight-Lieut. Bernard John William Brady, R.A.F.

Alan John Cobham.

Stuart Davey.

Herbert John Louis Hinkler.

Edward Gibson Knight.

Richard Thornton Nevill.

Edmund Somerset.

Flying Officer Mark Frank Tomkins, R.A.F.

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3, CLIFFORD STREET, LONDON, W.1.

H. E. PERRIN, Secretary

## ROYAL AERO CLUB BANQUET TO AMERICAN WORLD-FLIERS

ON Friday, July 18, the Royal Aero Club gave a banquet at the Savoy Hotel in honour of the American world-fliers, who arrived in this country on July 16. Lieuts. E. Nelson and J. Harding and Staff-Sergt. H. Ogden were, unfortunately, unable to be present, as they were detained at Brough supervising the overhaul, etc., of the Douglas world-cruisers. The three other members of the expedition—Lieuts. Lowell Smith, Leigh Wade and L. P. Arnold—were, however, accorded an enthusiastic reception. There were about 160 guests present.

Lieut.-Col. F. K. McClean, in the absence of the President of the Club, the Duke of Atholl—who sent a telegram regretting he was unable to be present owing to a military engagement—presided. After the Chairman had read a telegram from the Duke of York stating that he was unable to be present that evening as he was leaving London for Ireland, Lieut.-Col. J. T. C. Moore-Brabazon, M.P., proposed the toast "The American Airmen." He said that in the past the Aero Club banquets had marked the progress of aviation—as in the cases of Santos Dumont, Wilbur Wright, Blériot, Jack Alcock, etc.—but they little thought in those days that they would be giving a banquet to celebrate a flight round the world. Apart from other aspects of this wonderful feat, they welcomed the American airmen as sportsmen pure and simple. He added that everyone's thoughts that evening were with MacLaren in his gallant struggle, and they were pleased indeed, as were their guests, that he was safe.

Lord Thomson, Secretary of State for Air, in supporting the toast, said it was a privilege to be able to pay a tribute to their guests, the American airmen. Everyone interested in aviation, and especially British aviation, had followed their exploits and experiences with admiration and without the slightest taint of jealousy. Indeed, in enterprises of such

magnitude petty feelings such as jealousy were submerged, and he liked to think of airmen as a great brotherhood, whose aims were international and progressive. He paid a warm tribute to the assistance rendered by the American authorities to MacLaren when he was held up, and he was sure he spoke for everyone present when he said their hearts and hopes went out to the gallant American airmen in the later stage of their flight. They wished them God-speed and the best of luck, and all present had every confidence that their guests would bring their flight to a glorious termination.

Air-Marshal Sir Hugh Trenchard, Chief of the Air Staff, who followed, said the Royal Air Force had watched with increasing interest the flight of the American airmen round the world. They were proud to feel that some of the American airmen worked very closely with them in the late War, and English and American airmen always displayed a natural enthusiasm in getting their job done. He also referred to the help America had given Squadron-Leader MacLaren with his machine—the sort of thing airmen always did. What had carried the American airmen through was grit and determination, without which they could not be airmen. He congratulated the American aviators most heartily on behalf of the Royal Air Force on the magnificent effort they had made.

The American Ambassador, responding, said that on behalf of the President of the United States, the American Government, and all the American people, he desired to extend to the brave airmen their most sincere congratulations. He also desired, on behalf of the American people, to congratulate that brave airman, Sqdn.-Leader MacLaren, now struggling in the wilds of North Japan. The prayers and good wishes of the American people followed the brave British airman

in his splendid flight, and they all hoped the flight would end successfully, and they believed it would.

He also extended those congratulations to Mrs. MacLaren, who had given the American airmen such a warm welcome on their arrival in this country. Referring to the American World-Flight, he asked who would have believed such a wonderful accomplishment possible a generation ago? Round the world in eighty days, or nearly 20,000 miles in 264 flying hours, with 10,000 miles yet to do! These airmen had been over snows that never melted and over sands that never cooled. It was, indeed, a wonderful age in which they were living. In a very short time we would be talking to all parts of the world by wireless telephone. What, he asked, would science accomplish in another twenty years? Whatever America achieved in the domain of scientific progress, she would feel herself associated with the great British Empire.

They were, he pointed out, of the same race, with the same ideals and aspirations, the same form of government, and the same hopes for the advancement of our great civilisation. England was facing her problems as she faced them nobly in the greatest of world's conflicts. She had taken count of what was before her, and stood before the world as a nation which kept her promises and proposed to outlive the wreck of war.

Lieut. Lowell Smith, leader of the American Expedition, who was received with cheers, responding, said a speech from him was more difficult than his attempt to fly round the world. The American fliers made special arrangements to hear news about Sqdn.-Leader MacLaren, and when they knew that he was safe they greatly rejoiced. They owed a great deal in their world-flight to the British people, for as soon as they arrived on British territory everything possible was done for them, and people were always insistent, even when nothing more was possible, to be of service. That spirit of comradeship was helpful in every possible way. They were all working for the progress of aviation. They had been greatly impressed by the development of commercial aviation, and what pleased them on arriving at Croydon was to hear that 80 per cent. of the commercial

passengers were American. They had the greatest appreciation of the service they had received from British aviators, and of what the English had done for them. He concluded by proposing success to Sqdn.-Leader MacLaren.

Air Vice-Marshal Sir W. Sefton Brancker, proposing the toast of the guests, remarked that the friendship and absolute understanding between America and the British Empire were one of the greatest factors for the peace of the world. Aviation was going to link up the world, and if America and England could stand together they would get the rest of the world with them.

Mr. F. E. Powell, responding, said the Royal Aero Club had contributed more to the cause of aviation than any other organisation in the world, and they were owed a deep debt of gratitude.

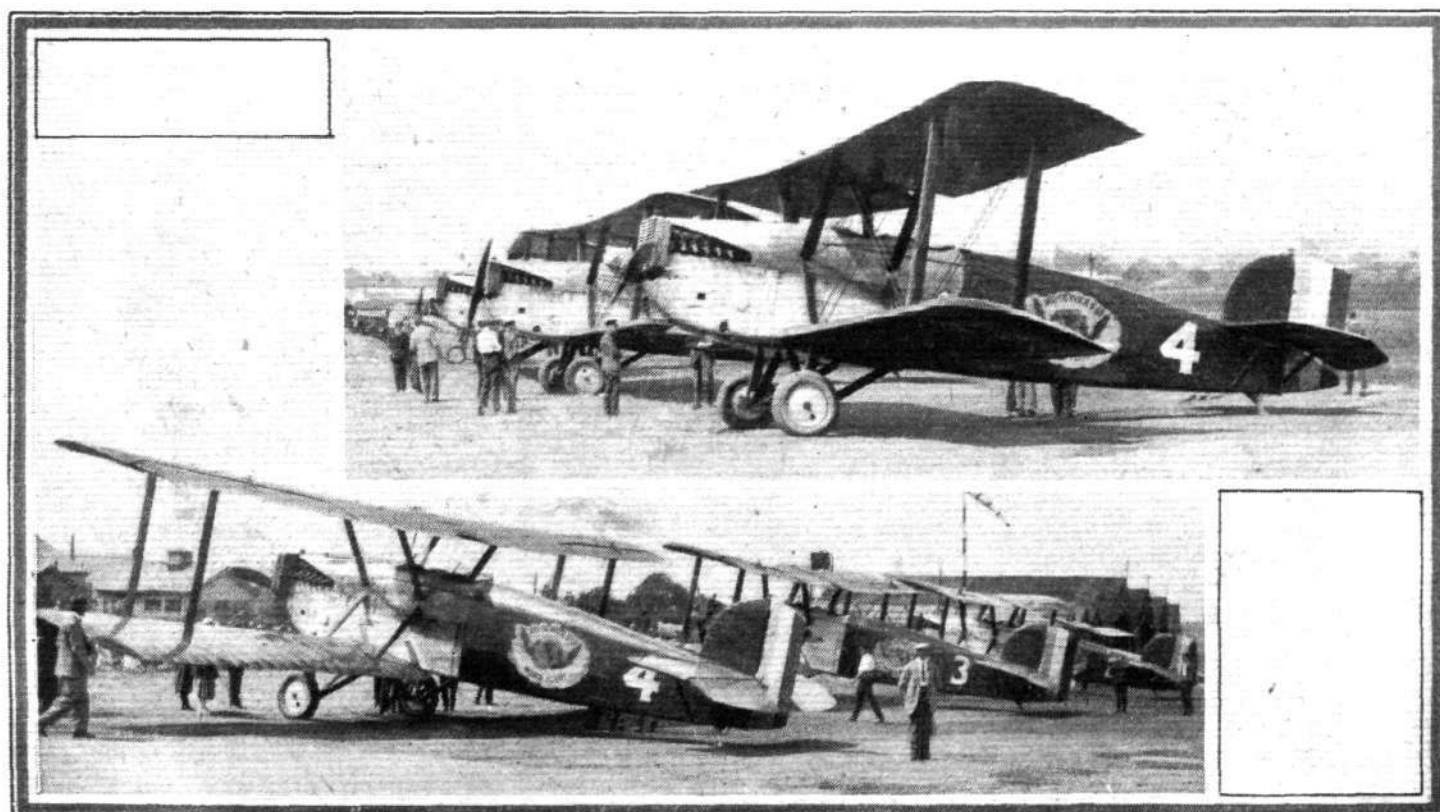
Among those present were: His Excellency the American Ambassador (Mr. F. G. Kellogg), Lord Thomson (Secretary of State for Air), Lord Edward Grosvenor, Sir Charles Wakefield, Air Chief-Marshal Sir Hugh Trenchard, Air Vice-Marshal Sir W. S. Brancker, Brig.-General Sir Capel Holden, Lieut.-Col. John D. Dunville, Lieut.-Col. J. T. C. Moore-Brabazon, M.P., Mr. Frank Ottis, Mr. Wilson Cross, Mr. F. E. Powell, Mr. C. R. Fairey, Lieut.-Col. M. O'Gorman, Air-Commodore C. R. Samson, Col. F. Lindsay Lloyd, Major H. C. Davidson (Military Air Attaché, U.S.A.), Commander J. H. Towers (Naval Air Attaché, U.S.A.), Lieut.-Col. M. O. Darby, Major S. Scaroni (Air Attaché, Italy), Mr. J. D. Siddeley, Mr. F. Handley Page, Comdr. James Bird, Capt. H. E. P. D. Acland, and Lieut.-Comdr. H. E. Perrin (Secretary), Commander F. L. M. Boothby, Commander J. C. Hunsaker, Capt. David Drummond, Mr. W. N. McClean, Sir Samuel Instone, Capt. A. Instone, Colonel C. B. Held, Mr. G. Holt-Thomas, Lieut.-Col. J. B. Davson, Major Mayo, Mr. W. O. Manning, Mr. Howard T. Wright, Mr. W. Lappin, Mr. G. Parnall, Mr. Ernest Allen, Capt. C. R. Alston, Flight-Lieut R. A. de H. Haig, Mr. H. T. Vane, Mr. C. G. H. Winter, Mr. A. J. W. Barr, Major Brackley, Mr. F. T. Courtney, Major J. Stewart, Mr. B. Stevenson, Mr. T. Searight, Lieut.-Col. V. Nicholl, etc., etc.

## PROGRESS IN THE BIG FLIGHTS

### Round-the-World Flights

WITH the arrival in this country last week of the American World-Flyers everyone was naturally full of enthusiasm over the splendid progress made by the six U.S. airmen. At

first, however, these feelings were somewhat marred by the news, which came to hand shortly after the arrival of the Americans, to the effect that Squadron-Leader MacLaren



THE AMERICAN WORLD-FLYERS AT CROYDON: Two views of the three Douglas World-Cruisers, which are fitted with "Liberty" engines. They are named respectively "Boston," "Chicago," and "New Orleans."



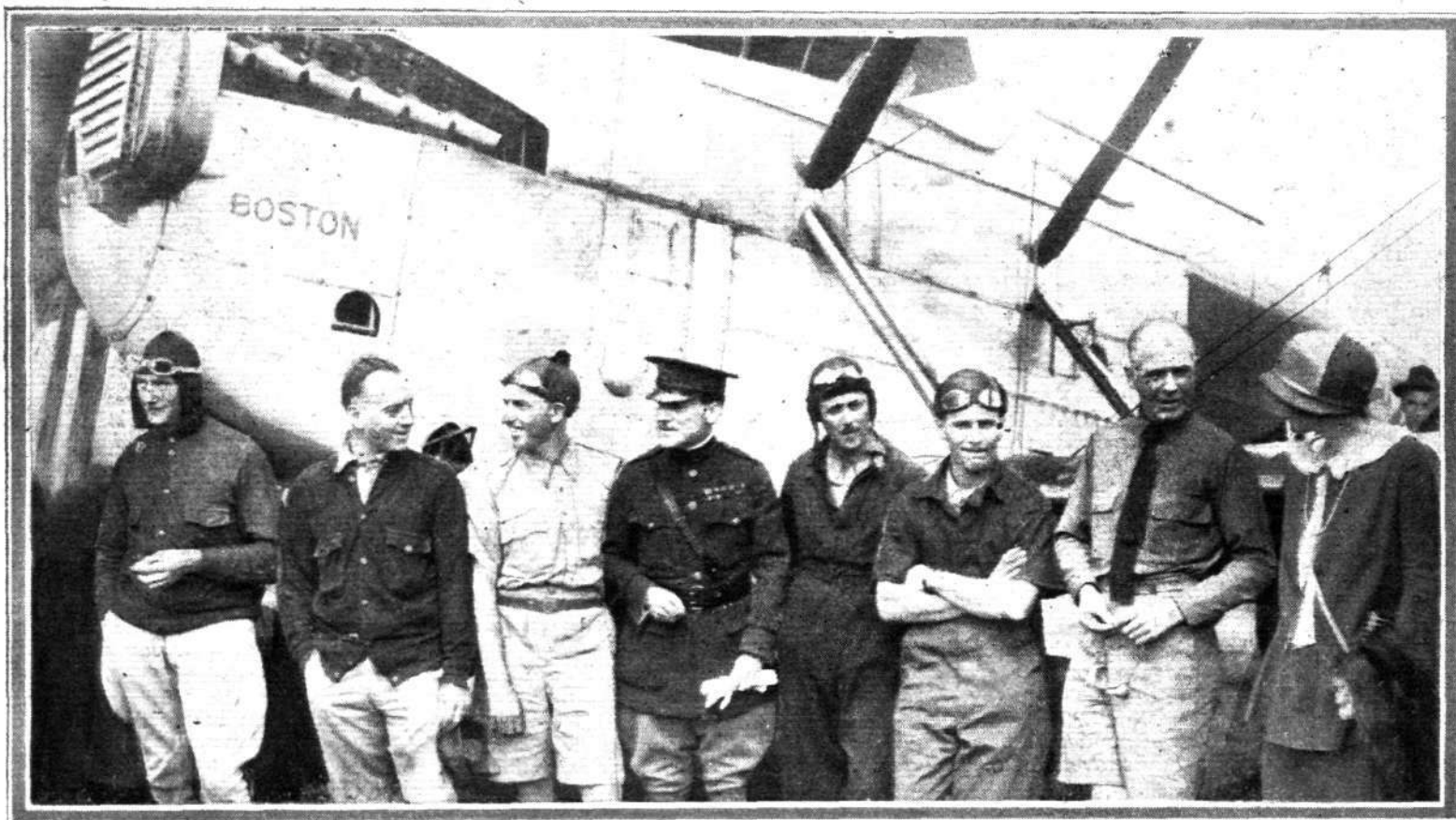
and his companions were missing. They had left Yotorofu Island for Paramushir early on July 16, but no further news of them was received after their departure. When they were six hours overdue at Paramushir, Japanese destroyers were sent out to search amongst the Kurile Islands for any signs of the missing airmen. The search was continued throughout the following day, but without any success. All this naturally caused some considerable concern, especially at a time when we in this country were entertaining our American guests, engaged on a similar expedition. Mrs. MacLaren bore the anxiety with wonderful pluck and declared she was certain that her husband would come through safely. She was, furthermore, considerably relieved by the reassuring messages received from the American airmen, who said they believed MacLaren had descended at one of the many little islands dotted about the north of Japan.

As it happened, their view proved correct, for on Friday evening came the news that the British airmen were safe at Uruup, not very far from their starting point. One of the Japanese destroyers picked up a wireless message from a Japanese merchant steamer to this effect. Later it was stated that they had been forced to descend by dense fog, and that

Just before they reached Croydon the Handley Page took the lead, and indicated the way into the aerodrome. The five machines were first observed approaching Croydon shortly before 2 p.m., and when over the aerodrome the escorting machines drew aside and the three World-Cruisers, after circling the aerodrome, made perfect landings, one after the other, to the accompaniment of the cheers from the very large crowd that had assembled to greet them.

The first machine to land was the "Boston," piloted by Lieut. Lowell Smith, leader, accompanied by Lieut. L. P. Arnold, and as they taxied up to the enclosures the second machine landed. This was the "Chicago," piloted by Lieut. Erik Nelson, with Lieut. J. Harding, jun., as observer-engineer. They were closely followed by the "New Orleans," piloted by Lieut. Leigh Wade, with Staff-Sergt. H. H. Ogden, and both machines taxied up alongside the "Boston."

Many eager hands were lifted up to greet the American airmen before they could descend from their machines, while several congratulatory messages were handed to them first thing. They were then officially welcomed by Air-Commodore C. A. H. Longcroft, T. I. Webb-Bowen and H. C. T. Dowding (representing the Service section of the Air Ministry),



**THE AMERICAN WORLD-FLYERS AT CROYDON:** Reading from left to right are Lieut. Lowell Smith (leading pilot), Lieut. L. P. Arnold of the "Boston," Serg. H. H. Ogden (Mechanic of the "New Orleans"), the American Military Attaché K. A. Joyce, Lieut. J. Harding (Mechanic of the "Chicago"), Lieut. Leigh Wade (pilot of the "New Orleans") and Lieut. Erik Nelson (pilot of the "Chicago").

they hoped to proceed on July 19. Continued fog, however, prevented them from doing so, whilst Flying Officer Plenderleith was reported to be feverish and had to be attended by the Japanese destroyer's doctor. The other members of the expedition, and also the Vicker's "Vulture," were otherwise "all well." Up to the time of writing, dense fog and strong gales are still holding them up on the island.

Turning now to our more fortunate cousins, last week we briefly recorded their arrival at Croydon on July 16. We now give further details of their movements since their arrival in Paris. Having received the hearty welcome accorded them in Paris with some considerable gratification, the six American airmen, led by Lieut. Lowell Smith, left Le Bourget aerodrome shortly after 11 a.m. Whereas they were escorted into Paris by French military aeroplanes, this duty was performed by British civilian machines on the occasion of their journey to London. One of the Imperial Airways Handley Pages, piloted by Mr. R. H. McIntosh, and carrying seven passengers, ascended from Le Bourget with the three Douglas World-Cruisers, and, although some 20 m.p.h. faster, escorted them all the way from Paris to Croydon, while a second civilian machine also kept them company.

Air Vice-Marshal Sir William Sefton Brancker (representing Civil aviation), and Air Vice-Marshal Sir Geoffrey Salmond; Lieut.-Col. F. K. McClean, Lieut.-Col. M. O. Darby, Lieut.-Col. A. Ogilvie, and Mr. H. Perrin represented the Royal Aero Club. In the absence of Mr. Kellogg, the American Ambassador, Mr. F. A. Sterling, Counsellor of the Embassy, greeted his countrymen instead, in which he was joined by Col. K. A. Joyce (U.S. Military Attaché), Comdr. Towers (U.S. Naval Air Attaché), and several other American officials.

One of the first to greet and congratulate the American airmen was Mrs. MacLaren, and she personally thanked them, as representing America, for the sporting assistance given to her husband when he was stranded at Akyab.

Eventually, after much "autographing," the American airmen were, with difficulty, escorted into the restaurant, where lunch awaited them. That evening they were entertained at the Royal Air Force Club, while on Friday they attended the Royal Aero Club banquet, described elsewhere in this issue. On the Thursday morning they flew from Croydon to Brough, near Hull, where the machines are being prepared for the Atlantic crossing. The total distance now covered by the American team is 18,550 miles.

# LIGHT 'PLANE AND GLIDER NOTES

LAST week reference was made to the fact that two or three of the aircraft firms which had confidently been expected to enter machines for the Lymgne light 'plane competitions in September had decided to refrain from participating in this event. We are sorry to have to add, this week, to the list of non-entrants the name of the English Electric Company. Some months ago, it will be remembered, this firm had extremely bad luck in having an experimental flying boat damaged on its first trials. While taxiing to take off the machine struck some floating object in the water, and received considerable damage to the hull. The result was that the firm's programme was considerably delayed, and after thoroughly going into the matter it was decided, not without reluctance, that as time did not allow of rebuilding the "Kingston" and building a light 'plane two-seater as well, the former was the more important, and the light 'plane had to be dropped, although the designs had been completed and some of the parts actually been made.

\* \* \*

KNOWING how very interested Mr. W. O. Manning is in the light 'plane, and remembering that he designed the first light 'plane in Great Britain, and thus may justly be regarded as the pioneer of the present low-power aeroplane movement, the enforced non-participation of the English Electric Co. in the Lymgne meeting will be generally regretted, and we are sure all our readers will be as sorry as are we to learn that there will, after all, be no two-seater success or to the amazing "Wren" of last year, at any rate in the competitions. It is to be hoped, however, that when the present rush is over the English Electric Co. will find the time to build a machine for general light 'plane work later on.

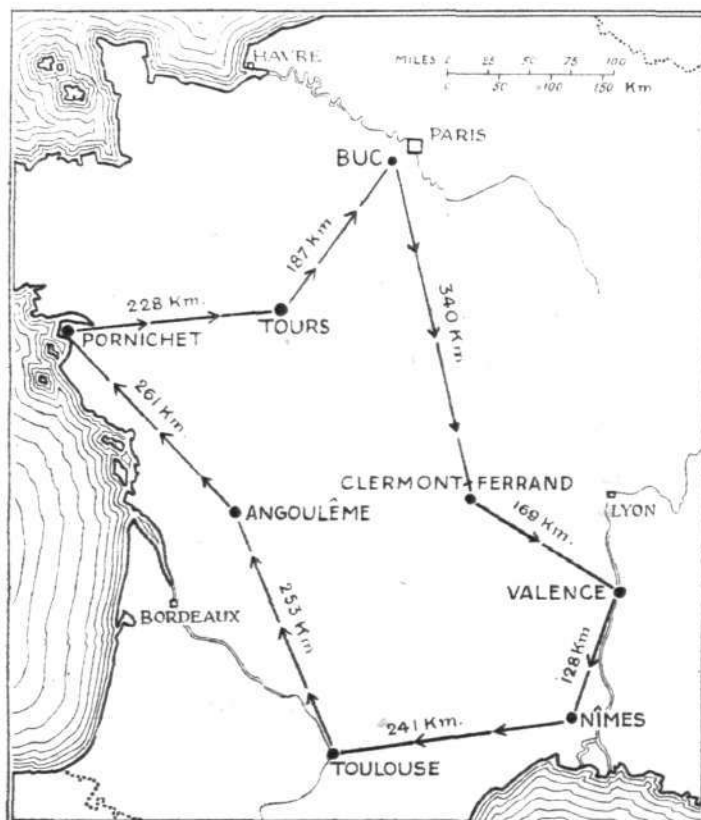
\* \* \*

It is with considerable satisfaction that we are able, through the courtesy of Short Brothers of Rochester, to publish this week the scale drawings and particulars of the two-seater now being built by that firm for the Lymgne meeting. Not only is this description the first to be published, but the Short is the first of this year's two-seaters to be "released for publication," as the Air Ministry would say. The Short is of interest on many accounts, not least because of the all-metal fuselage. This is probably the first time in history that Duralumin construction has been applied to the fuselage of such a small machine.

\* \* \*

It really begins to look as if the formation of light 'plane clubs might begin to take concrete form. In the official notices of the Royal Aero Club on page 463, it will be seen that the Club has appointed Col. Darby and Commander Perrin to work out details, and with two such energetic supporters of the light 'plane movement there should very soon be real progress to report.

THE course over which will be flown the *Tour de France des Avionnettes* has now been decided upon, and a small sketch map of the course is published herewith. The eliminating trials, as well as the start, will take place at the Blériot aerodrome at Buc, and the first turning point will be Clermont-Ferrand, in Auvergne, where the first French glider meeting was held. The distance from Buc to Clermont-Ferrand is given as being 340 kms. (212.3 miles), and is the longest



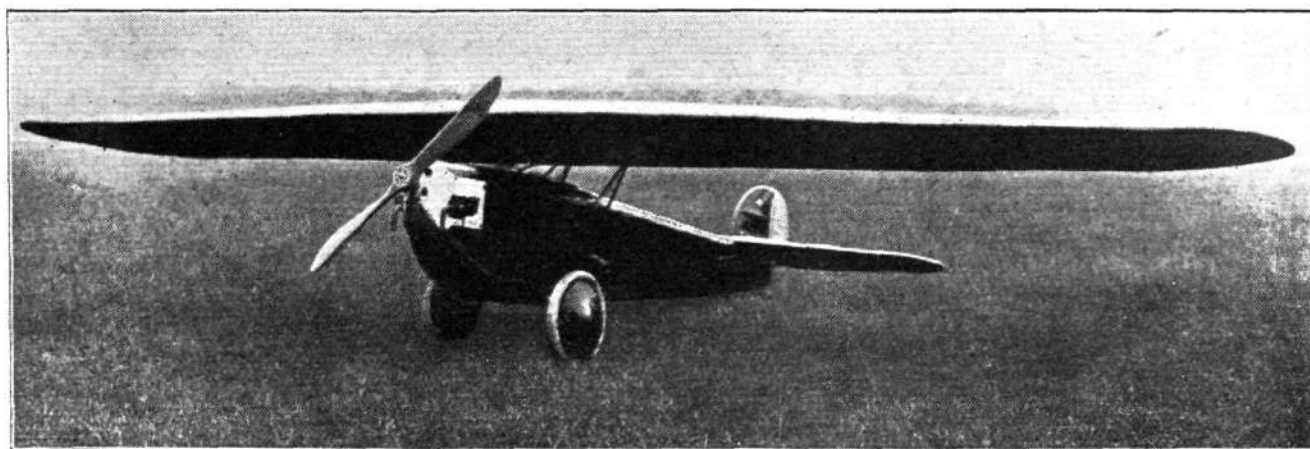
Sketch Map of course to be followed in *Tour de France des Avionnettes*.

"leg" of the whole course. Flying will be carried on on alternate days, so that competitors will have a day's rest at Clermont-Ferrand before proceeding on the next stage, to Valence, a distance of 169 kms. (105.6 miles). The third stage, from Valence to Nîmes, is of 128 kms. (80 miles), followed by a longer one of 241 kms. (150 miles) from Nîmes to Toulouse. At Toulouse competitors will alight at the Francazal aerodrome. The fifth stage is from Toulouse to



THE UDET "KOLIBRI" LIGHT MONOPLANE: Side view.





**THE UDET "KOLIBRI" LIGHT 'PLANE:** This German machine is fitted with a 500 c.c. Douglas engine. ▲ The three-quarter front view gives a good idea of the general design. A flight of more than two hours' duration has been made on the "Kolibri."

Angouleme, a distance of 253 kms. (153.3 miles). From Angouleme a course will be laid for Pornichet, south of the mouth of the Loire and about 30 miles west of Nantes. This stage measures 261 kms. (163 miles). The seventh stage, from Pornichet to Tours, is of 228 kms. (142.5 miles), while the last stage, from Tours to Buc, is only 187 kms. (116.8 miles). The total distance of the Tour de France is 1,807 kms. (about 1,130 miles), but as a day is free in between stages for repairs and overhauls, there is little doubt that most of the 15 machines entered should be able to get round.

\* \* \*

THE eliminating trials will be held at Buc on July 24, 25 and 26. The start from Buc will take place on Sunday, July 27, with subsequent starts from the turning points as follows:—Clermont-Ferrand, July 29; Valence, July 31; Nîmes, August 2; Toulouse, August 4; Angouleme, August 6; Pornichet, August 8; Tours, August 10. In each case the official starting-time is 7 a.m. and any time spent by competitors after that hour will be counted as flying time. Fifteen entries have been received, but possibly some of these may fail to put in an appearance, while it seems possible that one or two may fail to pass the eliminating trials.

\* \* \*

THERE is a considerable amount of surprise on this side of the Channel at the entry of the A.N.E.C. monoplane with 696 c.c. Blackburne engine as a Blériot machine, to be flown by a French pilot. It is generally considered in aviation circles over here that this monoplane should, in all fairness, have been entered as a British machine, and should have been flown by a British pilot. The machine was, it will be remembered, designed by Mr. Shackleton and built last year by the Air Navigation and Engineering Co. of Addlestone for the Lympne competitions, at which it did surprisingly well, tying with the "Wren" for mileage per gallon and winning the altitude competition, while being but little slower on speed tests than the Parnall "Pixie." As the Blackburne engine is of very much smaller capacity than that allowed in the French competition, it will be greatly to the credit of all concerned should the A.N.E.C. win the Tour de France.

AFTER a long delay in starting it begins to look as if Germany is at last going to make an effort with low-power machines. Recently several have been produced which more or less fall into the light 'plane class as the term is now understood in this country. One of the latest machines of this type to come to our notice is the Udet "Kolibri," designed and built by the Udet Aircraft Works of Munich. This machine, which is illustrated by the accompanying photographs, is a parasol monoplane with Douglas engine (500 c.c.). At the moment but few particulars are available, but, at any rate, it seems to be established that the machine has quite a good performance, and that some time ago it established a duration "record" by remaining aloft for a little over two hours.

\* \* \*

In general design the Udet "Kolibri" is of typical Udet appearance, with its cantilever wing and clean fuselage. The Douglas engine is neatly cowled-in, with only the cylinder heads and exhaust pipes projecting. The fuselage is a plywood covered structure, with a small door on the port side giving access to the cockpit, which is situated between the wing spar supports. These are in the form of tripods for the front spar, à la Fokker, and small vees for the rear spar. The under-carriage is of very simple type, and would appear to have rather a narrow track for a wing placed high as it is in the Udet U-9. The monoplane wing is of wood construction, and can be rapidly dismantled for transport, when the machine can be towed by a motor-car or even by a motorcycle, by placing the tail skid on the carrier.

\* \* \*

THE main dimensions and other characteristics of the Udet "Kolibri" are as follows: Length o.a., 5.47 metres (17 ft. 11 ins.); wing span, 10 m. (32 ft. 10 ins.); height, 1.82 m. (5 ft. 11 ins.); wing area, 12.5 sq. m. (134.5 sq. ft.); weight empty, 150 kgs. (330 lbs.); useful load (pilot, fuel for 4 hours, and 5 kgs. of luggage), 100 kgs. (220 lbs.); total loaded weight, 250 kgs. (550 lbs.). The maximum speed is given as 120 km./h. (75 m.p.h.), and the stalling speed as 50 km./h. (31.3 m.p.h.). The climb is stated to be 1,000 metres (3,280 ft.) in 8 mins. It is expected that the "Kolibri" will be marketed at about 6,000 gold marks.

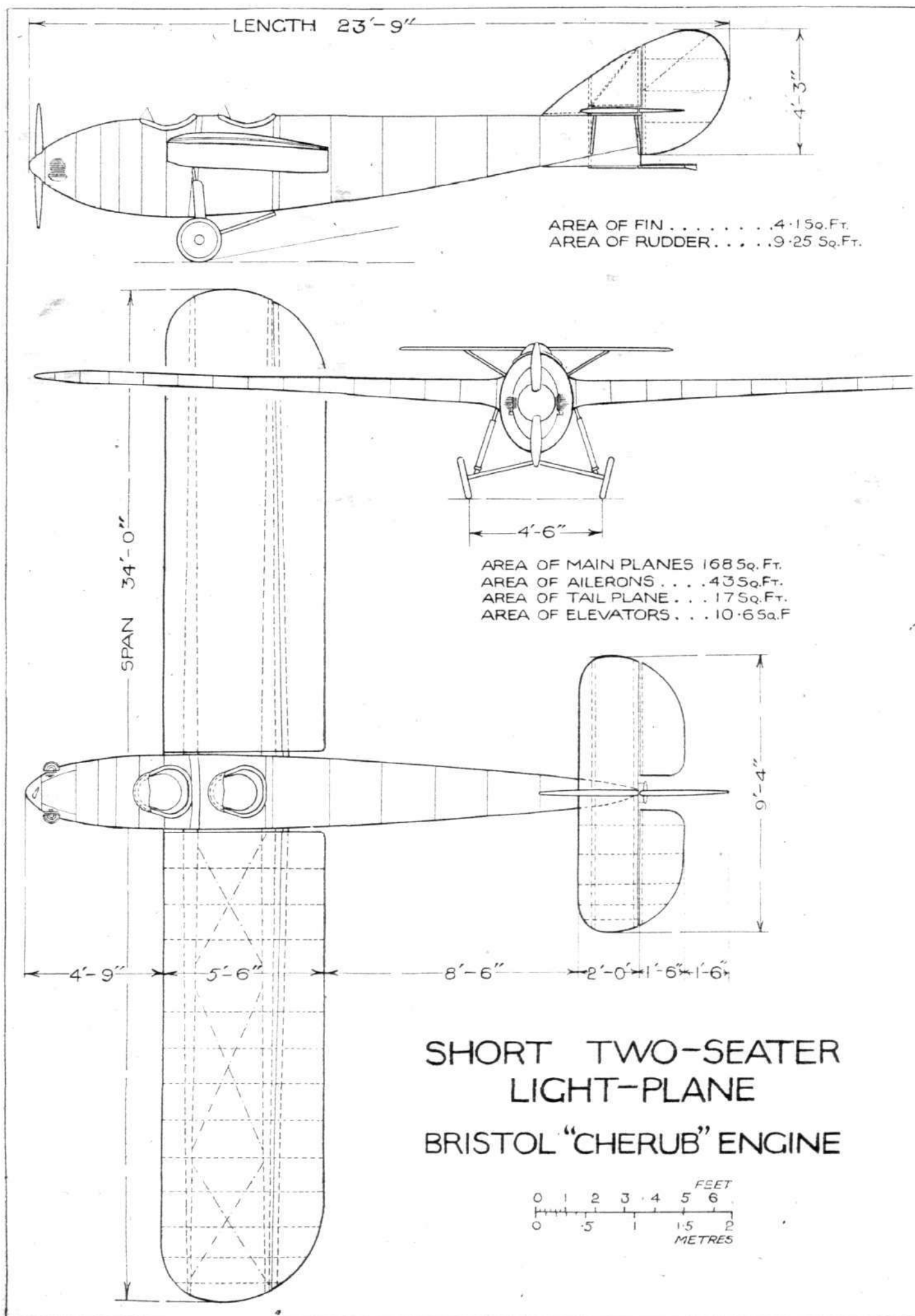
## THE SHORT LIGHT 'PLANE TWO-SEATER

Bristol "Cherub" Engine *Satellite*

GRADUALLY the machines being built for this year's light 'plane competitions at Lympne are beginning to take form. We believe that three or four are almost finished, and are only waiting for engines, while others are in various stages of progress, ranging from those designed but the construction of which has not been begun, to those nearing completion. By the courtesy of Short Brothers of Rochester, we are able to lay before our readers this week the first illustrated description to be published of the Short monoplane two-seater, which this firm has designed and is constructing at their Rochester works.

The Short light 'plane two-seater is an ordinary monoplane, if by "ordinary" one understands a monoplane in which the wing is neither of the "parasol" nor of the "low" type.

Apart from the fact that the machine is a cantilever monoplane, i.e., without external wing bracing, the Short machine is of interest on account of the fact that the fuselage is built entirely of Duralumin, following the same method that has been successfully employed in the Short "Silver Streak," "Springbok," and, more recently, in the little twin-engined light flying boat described and illustrated in *FLIGHT* on April 17, 1924. By this form of construction, originated by Mr. Oswald Short, the outer covering, which is of Duralumin sheet, is riveted to circular or elliptical rings of L-section which form the "frames" of the structure, the outer covering or planking resisting the stresses, assisted by longitudinal stiffening strips, which do not, however, run through from end to end, but are interrupted at the frames. In the two-



THE SHORT TWO-SEATER LIGHT MONOPLANE: General arrangement drawings, to scale.



seater light 'plane the fuselage is of elliptical cross-section, and should have a very low head resistance, as the shape is particularly smooth.

The wings of the first machine have spar flanges of laminated mahogany, with three-ply walls, but later machines of this type will probably have spars built up of high-tensile steel strip, thus making it entirely metallic, with the exception of the fabric wing covering. The ribs are also of Duralumin, in the form of sections built up to form a "Warren girder." The two halves of the monoplane wing are bolted to strong fuselage frames by fishplates and large-diameter hinge pins so as to facilitate dismantling. The wing section employed is a high-speed section over the outer half of the wing, gradually changing into a deep section at the root, where the maximum stresses occur. The ailerons extend the whole length of the wings, and are operated by torsion tubes and rods. A variable camber device is fitted which enables both ailerons to be pulled down together, while still retaining their differential aileron action. The controls for varying the camber, as well as the usual aeroplane and engine controls, are in duplicate, so that the machine may be piloted from either cockpit.

The undercarriage is of simple V-type, with shock-absorbers in the form of rubber blocks in compression, incorporated in the front "legs." The wheels are standard "Palmer" type, measuring 450 mm. by 60 mm.

The Bristol "Cherub" engine is mounted in the nose of the fuselage, on an aluminium alloy casting, and the whole cowled-in to give a clean entry for the air. The small-diameter propeller is fitted with a spinner. Behind the engine there is a fire-proof bulkhead, aft of which are mounted the petrol and oil tanks. Fuel supply is by gravity feed. The capacity of the petrol tank is approximately 3½ gallons.

Later on we hope to have an opportunity of publishing a more detailed description of this interesting machine, illustrated by sketches and photographs. In the meantime the following brief specification may be of interest: Length, o.a., 23 ft. 9 ins.; wing span, 34 ft.; chord, 5 ft. 6 ins.; wing area, 168 sq. ft.; weight of machine empty, 483 lbs.; useful load, 367 lbs.; total loaded weight, 850 lbs.; wing loading, 5.05 lbs./sq. ft.; power loading, 30.4 lbs./b.h.p. The estimated top speed is 73 m.p.h. and the stalling speed 37 m.p.h. It would appear that both are very conservative estimates.

# THE ROYAL AIR FORCE

London Gazette, July 15, 1924

## General Duties Branch

Flying Offr. R. L. Edward (Lieut., King's R.) is granted a permanent commn. in rank stated; July 16.

The follg. are granted short service commns. in ranks stated, with effect from, and with seny. of, the dates indicated:—*Flying Offrs.* (for seven years on the active list).—P. J. Bett (Lieut., R.A.R.O., Gordon Highlanders); N. T. Goodwin (Lieut., Indian Army, retd.); D. H. Macdonald-Lawson (Lieut., R.A.R.O., Lanes. Fus.); P. J. Phelan (Lieut., Indian Army, retd.); July 8. *Pilot Offrs. on Probation* (for five years on the active list).—R. H. Holmes, I. W. C. Mackenzie, W. F. Parkinson; June 30. G. A. Cruickshank, E. L. Leader; July 5. H. B. Barrett, S. F. Bell, A. E. Carpenter, D. P. Clayton, W. A. Cooke, J. E. Davies, B. B. Dowling (Lieut., R.A.R.O., Manch. Regt.), L. A. Egglefield, A. C. Evans-Evans (Sec. Lieut., Northants. Regt.), H. R. Gillespie, W. E. Gray, R. C. B. Hendy, J. H. Hunter (Lieut., R.A.R.O., Worcs. Regt.), M. H. Jenks (Capt., R.A.R.O., Glos. Regt.), N. S. Little, D. J. Lloyd, C. W. Martin, H. Miller, C. H. Morgan, R. W. Steele, W. E.

Symonds, A. J. Thompson, C. W. L. Trusk, H. Walker, D. G. Wilson; July 8.

The follg. Pilot Offrs. are promoted to rank of Flying Offr.:—V. J. Hatton; April 2. F. R. Lines; June 1. R. E. Bain; June 13. O. R. Pigott, A. W. Daly, A. J. R. Moss, E. S. Brinsmead, F. Larman, F. A. Briggs; July 9.

The follg. Flying Offrs. are granted the hon. rank of Flight-Lieut.:—A. N. MacNeal, W. F. R. Gough, R. H. S. Peter, R. O. Rigg; June 20. G. Anderson, A. W. Bates, H. M. Burrows, G. A. Cavis-Brown, C. W. Croxford, D. S. C., J. C. E. A. Johnson, D. S. Cairnes; June 23. U. C. de Burgh, V. J. Somerset-Thomas; June 24.

Group Capt. the Hon. J. D. Boyle C.B.E. D.S.O. is restored to full pay from half-pay, with effect from Feb. 23, 1924. Flight-Lieut. E. R. Clement Scholefield, A.F.C., D.C.M., is placed on half-pay, scale B; July 1. Group Capt. R. Gordon, C.B., C.M.G., D.S.O., is restored to full pay from half-pay; July 21. Flight-Lieut. F. Whittaker is placed on the retired list; July 12. Flying Offr. (hon. Flight-Lieut.) P. N. Melitus (Capt., R. Warwick Regt.) relinquishes his tempy. R.A.F. Commn. on return to Army duty; June 30. *Gazette* of July 8, 1924, concerning Flying Offr. H. A. Anson is cancelled.

## ROYAL AIR FORCE INTELLIGENCE

It is notified for information that Air Vice-Marshal F. R. Scarlett, C.B., D.S.O., will succeed Air Vice-Marshal Sir Vyell Vyvyan, K.C.B., D.S.O., as Air Officer Commanding Coastal Area, Royal Air Force, from Sept. 1 next.

**Appointments.**—The following appointments in the Royal Air Force are notified:—

### General Duties Branch

*Group Captain* the Hon. J. D. Boyle, C.B.E., D.S.O., to H.Q., Inland Area, for Air Staff duties. 1.8.24.

*Wing Commanders*: A. D. Cunningham, C.B.E., to Air Ministry. 28.7.24. T. R. Cave-Browne-Cave, C.B.E., to No. 1 Sch. of Tech. Training (Boys), Halton, for technical duties. 6.8.24. C. R. S. Bradley, O.B.E., to Station H.Q., Duxford, to command. 1.8.24. J. H. A. Landon, D.S.O., O.B.E., to Air Ministry for temp. duty. 14.7.24. A. W. Tedder, to No. 10 Group H.Q., Lee-on-Solent, for Air Staff duties. 1.8.24.

*Squadron Leaders*: W. H. Longton, D.F.C., A.F.C., to No. 58 Sqdn., Worthy Down. 15.7.24. H. K. Thorold, D.S.C., D.F.C., A.F.C., to R.A.F. Base, Gosport. 19.7.24. A. P. V. Daly, to No. 9 Sqdn., Manston. 1.8.24. E. J. P. Burling, D.S.C., D.F.C., to H.Q., Coastal Area, supernumerary. 22.7.24.

*Flight Lieutenants*: A. O. Lewis-Roberts D.F.C. to No. 15 Sqdn. Martlesham

Heath. 15.7.24. L. G. Maxton and L. J. Chandler, M.B.E., to Sch. of Naval Co-operation, Lee-on-Solent. 15.7.24. W. M. Smith, to Marine Aircraft Experimental Estab., Felixstowe. 7.8.24. S. C. Harker and L. M. Hilton, D.F.C., to Marine Aircraft Experimental Estab., Felixstowe. 17.7.24. A. A. Ward, to No. 13 Sqdn., Andover. 1.8.24.

*Flying Officers*: D. M. Rees, M.B.E., to C. and M. Party, Isle of Grain. 1.8.24. H. Aldridge, to R.A.F. Depot (Non-effective Pool) on transfer to Home Estab. 26.6.24. W. E. Cowan, to R.A.F. Depot (Non-effective Pool) on transfer to Home Estab. 19.6.24. A. S. Godley, to No. 13 Sqdn., Andover. 24.7.24. H. C. Lee, to No. 17 Sqdn., Hawkinge. 24.7.24. R. Y. Eccles, to No. 29 Sqdn., Duxford. 21.7.24. R. S. Barbour, to Armament and Gunnery Sch., Eastchurch. 21.7.24. G. W. Hemming, D.S.C., to Marine Aircraft Experimental Estab., Felixstowe. 7.8.24. W. A. Thompson, to Sch. of Naval Co-operation, Lee-on-Solent. 15.7.24. A. G. Thackray, to Marine Aircraft Experimental Estab., Felixstowe. 18.6.24. O. C. Noel, to R.A.F. Base, Calshot. 18.7.24. A. P. Ritchie, to R.A.F. Staff College, Andover. 28.7.24. G. R. Stafford, to No. 30 Sqdn., Iraq. 1.7.24.

*Pilot Officers*: G. A. Cruickshank, to No. 19 Sqdn., Duxford. 5.7.24, on appointment to a short service commn. E. A. Leader, to No. 29 Sqdn., Duxford. 5.7.24, on appointment to a short service commn. C. J. A. Delany, to R.A.F. Base, Calshot. 18.7.24.

## IN PARLIAMENT

### Boy Recruits

MR. THURTELL ON July 10 asked the number of boys under 17 who have been recruited into the Royal Air Force for the six months ending June 30, 1924; and whether any of these boys are being, or will be, trained for service on bombing aeroplanes?

MR. LEACH: The answer to the first part of the question is that 645 boys of the age of 17, or under at date of attestation, were recruited for the Royal Air Force during the period referred to, but 14 of these have since been discharged. In reply to the second part of the question, none of these boys are under training as pilots, and it is impossible to foresee whether any, and if so, how many, will eventually be employed for aerial work in bombing squadrons.

### R.A.F. Pageant

SIR H. BRITAIN asked for what object the Royal Air Force Pageant is held annually; and is he satisfied that this object is achieved?

MR. LEACH: The first and primary object of the pageant is to hold for the Royal Air Force what has been found necessary in all Services—an annual inspection and review—as a means of ascertaining the degree of efficiency that is being maintained and as a test of individual and collective skill. In this respect this pageant corresponds somewhat to the reviews which take place in the other Services at Spithead and Aldershot. The second object is to allow the greatest possible number of the population of this Empire to witness the display and thus to be enabled to see for themselves the functions of the Royal Air Force. Thirdly, it is a means of raising charitable funds for this new

Service. For 1923, £5,247 was thus handed over. If the Royal Air Force Pageant ever ceased to be a "draw" near London, it would then be taken to Salisbury Plain or some other suitable spot, where it would be held annually for the objects I have named.

### Oxfordshire Aerodromes

CAPTAIN TERRELL asked the Under-Secretary of State for Air what decision has been reached with respect to the erection of aerodromes in Oxfordshire?

MR. LEACH: It has been decided to establish aerodromes at Upper Heyford and Bicester, and sites for other aerodromes in Oxfordshire are under consideration.

### Tenders and Publicity

MR. D. G. SOMERVILLE asked the Under-Secretary of State for Air whether his Department refuses to advise contractors of the result of tenders submitted; and whether, seeing that it is in the interest of the public that the information so far as it affects the amounts of the tenders and not the names of the tenderers should be made public, and that by this practice of publicity firms would be able to judge as to how their prices compared, he will consider a change of policy in this respect?

MR. LEACH: In reply to the first part of the question, it is the practice to inform contractors whether their tenders have been successful or not; to the second, that it is not considered to be in the public interest to make public the prices quoted, and it is therefore not proposed to make any change in the present practice of the Department.

## BRITISH FEDERATION OF CIVILIAN AIR PILOTS

At a luncheon given by the British Federation of Civilian Air Pilots at the Grand Hotel, Northumberland Avenue, on Sunday, July 20, some of the aims of the Federation were stated by the chairman, Mr. Wolley Dodd, and the secretary, Capt. Barnard. A letter from General Sir Sefton Brancker was read, in which the Director of Civil Aviation thanked the pilots for the good work they were doing. He was not opposed to trade unions, but warned them that unions were good servants but bad masters, and advised them to keep control of their organisation.

Mr. Theodore Instone said that, although he was not now directly interested in aviation, he might become so again, and the Federation could always count upon any help which it might be in his power to give.

Colonel Bristow said it was significant that the luncheon had to be held at a very inconvenient time, and that, even so, about sixteen pilots should be absent on flying duty. He pointed out the way in which a pilot's duties had increased, and expressed the opinion that the point had been reached where a pilot could do no more. In the future he thought the pilot would occupy a position more like that of the captain of a ship, and would have assistants to do the actual piloting, course-keeping, etc., while the pilot reserved his energies for the navigation of the machine. By way of showing how hard the commercial pilot works, Colonel Bristow stated that one pilot of his acquaintance had flown 9,025 miles since July 1, which was a great deal more than had been done in the same period by pilots in world flights or other special "stunt" flights.

Mr. Wolley Dodd said the Federation hoped to get together a great deal of information which would materially assist improvements in civil aviation, and that, although the Federation was started as a trade union, its aims did not end there. They wanted to combine for an interchange of ideas with aircraft designers.

Mr. Colebrook said he thought it would be a mistake to admit to the Federation, as had been suggested, civilian pilots who did not depend upon flying for a livelihood, and urged them to adhere to the trade union principle. He pointed out the good work done by the National Union of Journalists, and said he hoped and believed the Federation would do as much in relation to pilots and employers.

Major Turner expressed agreement with the views put forward by Mr. Colebrook, and said that it had been stated in certain quarters that civilian pilots were little more than taxi drivers. The time might come, perhaps, when a fool could take up a machine and land it again, but that would be a long time ahead. In the meantime highly-skilled pilots were essential to progress.

Major Brackley, who has been appointed superintendent of flying in I.A.L., said that already he had been accused of siding with the pilots. His reply was that he was a pilot himself, and so that was a natural attitude. He would always be pleased to do what he could for the pilots.

Major Mayo spoke on the status of pilots, and said certain misguided individuals had classed them as chauffeurs. That was rank nonsense, and they had but to look to the R.A.F. to see that was so. Were the pilots there, he asked, chauffeurs? No, they were officers and gentlemen, and the civilian pilots were now laying the foundation for a body which would play a vital part in civil aviation for all times.

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## French Balloon Accident

M. RAVENNE, a French amateur balloonist, and his two lady passengers, Mme. Lecomte and Mme. Monteil, had an exciting experience last week. They left Havre on July 14, and after remaining aloft for some time, drifting the meanwhile over the Channel, they came down in the sea, where they remained clinging to the wrecked balloon for about six hours. Fortunately they were seen by the trawler *Regina*, and were rescued just in time, in a very exhausted condition.

## A New Duration Record

On July 17 MM. Coupet and Drouhin, flying a single-engined 400 h.p. Farman, ascended from Chartres aerodrome with the intention of beating the world's duration record, hitherto held by the Americans, Lowell Smith and Richter, of 37 hrs. 15 mins. 14½ secs. They remained in the air for 37 hrs. 59 mins. 10 secs., and were forced to descend on account of bad weather conditions. They have thus beaten the previous duration record by 44 mins., and but for the fact that the weather conditions compelled them to abandon the circuit on which their laps were being officially recorded, they would also have beaten the distance record. It is of interest to note that whereas Lowell Smith and Richter refuelled in mid-air, Coupet and Drouhin carried their full supply with them.

## SIDE-WIND

SOME little while back we referred to a useful booklet published by the British Aluminium Co., Ltd., on "Aluminium Hints," which included some important data upon the properties and working of aluminium, coupled with tabular matter sectionalised according to the form of metal under review. They have now issued a new booklet, No. 2a, which deals with aluminium sheet, strip in coil and circles; it also includes in its data hints on temper, press work, metal beating, spinning, jointing and finishing. It is printed in handy pocket size, and those interested should apply to the company's head office, 109, Queen Victoria Street, London, E.C. 4.

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## PUBLICATIONS RECEIVED

*Aeronautical Research Committee, Reports and Memoranda*:—No. 888 (Ae. 118).—Test on a Large Aerofoil of R.A.E. 15 Section, by L. F. G. Simmons and E. Ower; Oct., 1922; price 6d. No. 897 (Ae. 127).—The Lift and Drag of a Standard Bristol Fighter Aeroplane; Nov., 1923. No. 898 (Ae. 128).—An Experimental Test of the Prandtl Correction for Tunnel Wall Interference, by W. L. Cowley and L. J. Jones; Jan., 1924. No. 901 (Ae. 131).—Theoretical Relationships for a Biplane, by H. Glauert; Dec., 1923. London: H.M. Stationery Office, Kingsway, W.C. 2.

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*Air Ministry, Meteorological Office. Professional Notes*. Vol. 3. No. 34. *How to Observe the Wind by Shooting Spheres Upward*. By L. F. Richardson, B.A. H.M. Stationery Office, Kingsway, London, W.C. 2. Price 9d. net.

*National Physical Laboratory, Report for the Year, 1923, Department of Scientific and Industrial Research*. London: H.M. Stationery Office, Kingsway, W.C. Price 13s. 6d. net. *Aluminium Sheet and Circles. Hints on Working Aluminium*. No. 2a. The British Aluminium Co., Ltd., 109, Queen Victoria Street, London, E.C.4.

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## AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

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